

THE SATURDAY REVIEW

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SIXPENCE

THIS GENERATION is wont to pride itself on its cleanliness and to sniff contemptuously at the less particular habits of our forefathers. It is refreshing to find *The Times* taking up the cudgels on behalf of the 18th century and defending our ancestors from the charge of dirtiness on the authority of a bicentenary volume published by Bancroft's School. In that excellent institution, two hundred years ago, the boys were required to come to school and chapel "clean and washed and combed." The absence of bathrooms, as many still remember, was no bar to cleanliness. At the beginning of this century the round tub was still the rule at Oxford, but the ablutions of the undergraduate in those days were no less thorough than they are to-day. The writer in *The Times* produces abundant evidence of the popularity of washing in the 18th century, with an unexpected hint that powder-closets may have been used for this purpose. The pleasure of bathing is no new-fangled luxury. The Romans have left their baths scattered all over the world, and if the people of Rome did not demand baths as well as *panem et circenses*, it was only because they were superabundantly supplied.

MR. HORE-BELISHA, having won fame for himself as Minister of Transport and the inventor of Belisha crossings, has lost no time since he became War Minister in embarking upon fresh experiments. Once more his energy is to be commended. The Army's shortage of men was too serious to be neglected, and there is much to be said for Mr. Hore-Belisha's scheme for converting military service into an attractive career with a pension attached to it. The one drawback of this break with the old Cardwell system is that before long we are bound to be faced with a serious shortage in the Reserves. Something drastic will then have to be done to make good this deficiency. However, that is a problem for the future and it may be that Mr. Hore-Belisha has another bright idea to produce when the need arises. He can at least claim that he is tackling first things first with a zeal that is in marked contrast with some of his colleagues' rather excessive "composure." The Army of to-day is recruited from a higher class than the old Army of thirty or more years ago, and to make it as attractive as it should be the conditions of military life require to be considerably improved. There is the further anomaly that must give authority food for anxious thought that, while the perils of an unrestful world about us call urgently for the perfecting of our defence arrangements, the peace propagandist is exceedingly busy among us, in the educational, religious, political and literary spheres, provoking international animosities and at the same time pouring scorn on all those patriotic enough to embrace the profession of arms.

PROVINCIALISM IN CANADA has provided a sensational example of its strength in the efforts of Alberta's Social-Credit Premier to override the British America Act which gave Canada its federal constitution and which incidentally provided that banking was to be "under the exclusive legislative authority of the Parliament of Canada." Mr. Aberhart deliberately ignored the implications of that Act when he proceeded to push through the Alberta legislature his three bills placing the whole banking system of Alberta under the provincial Government's control and forbidding the Courts to entertain any action designed to question the validity of the measures passed. When the Canadian Prime Minister, Mr. Mackenzie King, politely asked that the constitutional validity of the Alberta legislation should be submitted to Supreme Court decision, he was met by a blank refusal from Mr. Aberhart, who blandly declared that his action had been fully justified by the mandate he had received from the Alberta electorate. No other course in the circumstances seems to have been open to Mr. Mackenzie King than the one he has now promptly taken, the disallowance of the whole Alberta banking legislation. So far, so good. But what is to happen next? Is the redoubtable Mr. Aberhart likely to sit down to this defeat or will he bob up serenely and endeavour to defy federal authority? It is a piquant situation not devoid of anxiety as well as humour.

THE BRITISH TRAWLER INDUSTRY is at the moment in a very bad way. Its plight has been steadily growing worse during the past two years, and unless steps are taken in the near future to establish better marketing conditions ultimate recovery may be extremely difficult, if not impossible. At the end of last week it was announced that the trawler owners were contemplating laying up no less than 500 of their vessels, as they were unable to meet the expenditure of maintaining their whole fleet out of the return they were getting from their catches and as they could apparently no longer look forward to any material assistance from the Ministry of Agriculture and Fisheries in regulating the fish markets. The Conference this week that was to have arrived at a decision on this point has been postponed, evidently to give time for further consideration. More than a year ago the second report of the Fish Commission recommended, among other things, that the Ministry should undertake a special marketing investigation. One can only wonder whether that investigation was ever made, and whether the Ministry has any plans to meet what is an exceedingly grave situation for all concerned in the fishing industry and—if we think not only of the consequences to our fish supplies but also of the part played by trawlers in the Great War—for the nation at large.

BARMEN, AS THOSE to whom they so expeditiously and cheerfully minister liquid comfort will readily agree, are a most deserving class, and anything that assists their prospects in a life that is not "all beer and skittles" is to be welcomed. Possibly many of their more regular customers, however, will experience some astonishment at the announcement that a scheme for "the higher technical training of barmen" has already been started by the Restaurant Public Houses Association. This rather high-sounding scheme covers an admirable purpose: the fitting of enterprising barmen for positions of greater responsibility in the licensed trade. A course of lectures has been designed for barmen who have been a year in the trade to enable them to become acquainted with the general principles of controlling a licensed house. Those who prove to have profited by the course will be given a diploma stating that they have qualified in the technical knowledge required for public-house supervision and will thus be made eligible for advancement when openings occur. To the proletarian mind the diplomaed barman with his "reserved stall" in prospect may be a hateful bourgeois excrescence, yet another obstacle to the much-desired, if never-realised, equalisation of opportunity. But to most people his coming will be but another sign that higher standards, involving as between individuals more and more discrimination, are essential to human progress.

CRIME IN FICTION may possibly owe a great part of its fascination for the British reading public to the fact that serious crime in our midst is comparatively rare. If there were numbers of master criminals, Raffles and gangsters about us eluding all the efforts of Scotland Yard to bring them to justice, perhaps the exploits of these gentlemen as set out in fiction would not have quite the same appeal. The unknown has a charm which grim reality is apt to dispel. How small the actual incidence of crime is in this country may be gathered from the latest Home Office Report on the subject. That shows that under 1 per cent. of the total 759,423 offences recorded in 1935 for England and Wales were serious enough to be dealt with by Assizes or Quarter Sessions and that considerably more than half of them were traffic offences, the majority of which, of course, involve nothing more than a warning to the offender. The one disturbing feature of this report is the increase in juvenile crime. In 1935 the number of boys and girls under 16 found guilty of indictable offences (22,425) was 4,000 more than in the previous year and nearly double the 1931 figure. This rather startling increase in juvenile crime presents a problem that needs to be seriously tackled before it has time to grow worse.

SPELEOLOGY IS A TERM not to be found in most popular dictionaries. It denotes a new scientific study and pursuit, that of "Caving." Its devotees must not be called "cave-hunters," for "hunting," according to the President of the British Speleological Association, suggests "an indiscriminate search" and your

genuine died-in-the-wool speleologists would never stoop to such a thing. If, therefore, one is apt rather to shy at the term speleologists, one can employ the more easily pronounced and perhaps more readily intelligible expression "cave-explorers." The Association with this difficult name has been in existence for two years and recently the first number of its quarterly magazine appeared under the title *Caves and Caving*. The Association has also acquired a large house near Settle in Yorkshire as its headquarters and here the results of its discoveries will find a place for record. Sir Arthur Keith, in his inaugural article in the Association's magazine, shows the importance of this new scientific endeavour in assisting the researches of anthropology. It has, also, it seems, its more every-day practical uses, for the services of the Association have been called in by the Ministry of Health to investigate underground waterways in limestone strata in three counties with a view to the possibility of meeting the drought menace. So all one can say is—Advance Speleology and good luck to its stalwart followers.

SEVERAL NEW PICTURES appeared last week, in one of which, *His Affair*, at the Gaumont, American history has been somewhat butchered to make a Hollywood holiday. The assassination of President McKinley has been pitchforked into a story which has gangsterdom in 1900 for its background. Robert Taylor, as a secret service agent, joins a crowd of bank robbers with the connivance of the President. Unfortunately, the President is murdered and, with no one to vouch for him, Taylor finds himself arrested, but his bacon is saved by Barbara Stanwyck, who once again gives a very good performance. At the London Pavilion, there is a new film of quite a different character; this is a mad and very amusing frolic with Miriam Hopkins and Joel McCrea, entitled *Woman Chases Man*. One prefers the former in more serious rôles, but she makes quite a good job of this crazy piece of nonsense, whose wings have been clipped here and there by the censor. At the New Gallery, Stanley Weyman's famous novel, *Under the Red Robe*, has been made into a picture. This is an English film which suffers from a lack of, what is vulgarly called, "guts." Annabella and Conrad Veidt, with Raymond Massey as Richelieu, have the leading parts, but their touch is too heavy for this costume piece.

THE NEW PLAY at St. Martin's Theatre, "Gertie Maude," by Mr. John Van Druten, is a period piece of the pre-war era, the plot revolving round the fate of a small-part comedy actress who loved not wisely but too well for her happiness. There are good points in the play and the acting is uniformly good and particularly brilliant in the case of the young actress of 14, Miss Annabel Maule, who takes the part of Gertie Maude's daughter. Mr. Sebastian Smith gives a very convincing portrait of Gertie Maude's father, while Miss Goodner succeeds admirably in her interpretation of a by no means easy rôle, that of Gertie Maude.

Leading Articles

BANZAI AND ALL THAT

IT is, of course, impossible to predict the development or consequences of the Chino-Japanese fighting, which has a much more serious aspect since it has spread to Shanghai and Nanking. On the face of it there seems little room for mystification about the ambitions or intentions of Japan. We need not give too much weight to the famous plan of campaign by which Japan, having made a meal of Great Britain, the United States, and several other equally petty Powers, was to justify all the bogies raised by the Kaiser's celebrated Yellow Peril. But we need not assume, on the other hand, that Japan has no grandiose ideas of domination, or that the ascendancy of the military power in Japan is not a danger to civilisation and an obstacle in the way of the commercial interest of Western powers.

The history of what has happened so far hangs together with an uncomfortable coherence. First there was Korea; then there was Manchuria; now there are those parts of China which are most easily accessible and which might be made the next step in the development of Japanese domination. It would probably be impossible for Japan to hold China as a whole even if she could conquer it, and it would almost certainly be impossible for Japan to conquer if the military resources of China were not disposed of by itinerant generals who held their commands as counters in commercial transactions.

At the moment, however, the position of China is weak, distraught and disastrous, while the position of Japan is extremely strong from the military point of view. There have only been a sporadic resistance and a kind of guerrilla warfare from detached Chinese forces against every fresh encroachment, and if it be the purpose of Japan to advance up the Yangtse valley and thus not only to hold the richest part of China but to drive an effective wedge, there is nothing but the weight of foreign opinion and the hardships imposed on the Japanese people themselves to stop or to check the design.

Supposing that either Great Britain or America or France were inclined to do other than stand aside, supposing even that they were compelled to back with force of arms their reiterated determination to safeguard their nationals and their material interests against the usurpations of unrestricted warfare, what could they do? The Japanese have nine modern capital ships available; the British, four cruisers of the Cumberland class and, in the Yangtse itself, a certain number of smaller craft against which the Japanese could almost use pea-shooters; the Americans and the French have forces of even less significance. We can between us concentrate some show of military force in the International Settlement at Shanghai, where it would seem that a great many of our investments in bricks and mortar have been already crumbled to dust. But an international force, if driven into action, might easily become an isolated embarrassment

rather than a source of strength. Why should Japan pay any attention to the bleatings of Chancelleries? She soon summed up the nerveless ineptitude of Geneva and she has had before her, from Italy and Germany, persuasive examples of the easy fruits of brigandage.

Stable and peaceful conditions in the Far East are quite obviously the advantage and necessity of those who have large commercial commitments and ambitions in its territories. For that matter, it might be supposed that these were also the necessities of Japan. In less enlightened times, when the formulæ and axioms of the science of political economy still seemed to function, it would have been deemed absurd to suppose that a country like Japan, avoiding national bankruptcy with some difficulty, would set out on a campaign which must, at all events for the time being, disturb or destroy the commerce which she needs so much, or would go out of her way to affront the Great Powers rather than exclude ten square miles of Chinese territory from the fighting.

But what is the use of arguing from textbooks? Bankruptcy is to-day no bar to conquest, and the chief boast of Great Powers is, like that of famous prize-fighters, that they "can take it."

Thus here, or there, we all are in a pretty ugly mess which presents its humorous side to the ironical student of world politics. We, not the Japanese, brought to an end the Anglo-Japanese alliance. We bluffed it out with Italy by sanctions and fulminations and had our bluff called. We, particularly the bellicose pacifists of our Socialist party, have nagged at Japan with a great deal of hot air ever since the beginning of the Manchuria adventure, and now we find ourselves quite likely to be humiliated and injured whatever course we take. Even Lord Beaverbrook's vaunted policy of isolation would bring little comfort to the great commercial interests with their foundations in the Far East, because there is no body of political opinion which would seriously consider warlike action against Japan on behalf of China, and, however much we may desire to stand completely aloof, there is no umbrella to protect us from the bombs of completely incompetent Chinese airmen or the shells of Japanese warships.

The best hope lies, after all, in the military weakness and the completely divided counsels of China. Since there is no hope of effective resistance, we may suppose, if we will, that overtures will be made to Japan and that fighting may be called off on terms which secure for Japan all her objectives for the time being.

Whatever settlement may be reached, it can hardly hold any promise of permanence. But nothing in the mutual relations of powers and peoples does hold any promise of permanence in the period of the world's progress through which we are passing so uneasily. Neither statesmen nor dictators nor philosophers can look far forward to-day. To get the immediate trouble out of the way and so to win a breathing space in which to prepare for the next one—that must be the limited objective of political wisdom.

It seems on the whole likely that, after paying a heavy price for it, this objective may be attained.

It would be no great triumph for civilisation. Yet it would be something to be thankful for.

EDUCATION AND DEMOCRACY

THE Silly Season is a singularly propitious moment for the discussion of education and the part satisfactory or otherwise played by our schools in our national history. It is a matter that will always produce controversy, for no one really knows what education means. For a considerable period there were well-meaning folk who believed that it meant putting learning into the younger generation. They were to be taught all kinds of things which in later life would bubble out of them in the form of success and happiness. Experience showed that endless learning could be poured into what was supposed to be the mind of youth without any beneficent gusher becoming apparent within the limits of time and space. So we are going back to another idea based on the Latin connotation of the word. It meant bringing out with a strong suggestion of the midwife and nowadays most of our teachers are more engaged in discovering what lies within their pupils and bringing it into surface consciousness rather than instilling into them the very dubious conclusions of our science and wisdom.

It is a long time since Socrates pointed out that the contamination of teaching with the art of money-making was singularly disastrous. His fellow sophists who taught for money instead of the truth were his deadliest foes. The same is true of the pupil. If in his learning he is aiming at a false goal, a goal of success or wealth or high repute, he may attain his end, but his soul will be warped and stunted in the process. He may gain the whole world, but he will lose his own soul. This was the foundation of what was called in the past a liberal education. Its whole point was that it handicapped rather than helped the student in any pursuit of pecuniary success. The great fortunes of the 19th century were made by hard-faced, merciless men who concealed their lust for gain behind a mask of religion and who ground the faces of those who worked for them in the name of charity and immanent justice. Their sons very often were plunged into the deep waters of a liberal education and there was no one to praise their courage and commonsense when they dissipated the fortunes of their fathers and grandfathers in the quest of some elusive delight that always slipped out of their fingers. They were seeking in the wrong direction, but at least they knew there was something to find and it may be that their children will find a new road towards happiness.

These deeper considerations were not the reason why Professor Hilton's address to the Liberal Summer School raised a storm in the August breakfast cup. He was concerned with "economic opportunities under a democracy." Perhaps, after all, the purpose of education may be a good fat job. If that is so, it may be doubted whether the public school and university is not a handicap rather than a support. It is true that the existing

system of education for the well-to-do does open up a certain number of material possibilities, but it leads for what the French call "arrivistes" rather to a second-rate, humdrum, safe existence than to the head of the Golden Calf. Most of the great men who are to-day making colossal fortunes and earning well-deserved titles have never been handicapped by the scruples of a public school education. They wanted money and power. By concentrating on money and power, they have attained what they have attained, and it would be interesting to discover how many of them are either happy or satisfied. Certainly if economic opportunities are to be defined as the possibilities of wealth the man who is unburdened with the old school tie is at an advantage.

Professor Hilton in his final letter to *The Times*, which is something of an apology, has a rather disquieting statement. He says that "it is no use providing more ladders to the top [of the social and economic pyramid] unless the top is flattened (which may or may not be a good thing)." No one can have a word against levelling upwards, but levelling downwards is always a confession of defeat. Elsewhere he says that he allows private and public school boys double the ability rate of council school boys. This hypothesis appears very questionable, but if it were true, one could only demand a more satisfactory method in the council schools of bringing out of their boys what is in them. It would seem absurd to add to the obvious existing imperfections of our existing public school system in order to give a better chance to the council school product.

There are certain important positions in life where public school men have an advantage perhaps greater than their intelligence deserves. It is one of the misfortunes of this country that accent divides our classes in an unpardonable way. Yet the dialects that are being spoken every day in the counties are a far more virile, expressive and musical language than the emasculated English of the B.B.C. As a first step towards the healing of this evil, one might suggest the teaching of dialects in our public schools as living languages as a counterpart to the teaching of stereotyped English in the schools that are paid for by public money. The whole caste problem would be a thousand times simplified if every Englishman could speak the dialect of his native place as well as the language of his country. The Scots cling to their accent and no one thinks the worse of them because they make the most of its rather uncouth attraction and if the tang of Glasgow or Aberdeen does not appeal to Scots of other cities, at least they are convinced that the tongue in which Burns wrote is far superior to Shakespeare's English. The top of the pyramid is flat enough for the Scots.

One thing at least seems certain. Our public schools are far from providing an ideal education, however generous the father may be in fees: nothing at all can be gained by bringing them down to the level of the council schools. A liberal education is for the few, not for the many on whom it is utterly wasted. In Australia a democratic endeavour to wipe out all distinctions of education led to the almost universal teaching of Greek. The result was chaotic, for the butcher's boy had

neither time nor inclination to make anything out of the language. There can be no civilisation without a leisured class and all our efforts should be directed towards opening its privileges to all who are capable of understanding them. Equality of opportunity is the nearest approach to democracy, an inferior form of government, which has never yet been tried and never will be, though it still remains as a very useful and persuasive word for the protection of individual liberty.

SWISS POLICE HEADQUARTERS

THE late Doctor Reiss, once chief of the technical police at Lausanne, and his staff were greatly troubled some years ago by a clever house-breaker who successfully eluded arrest for a long time. Burglary after burglary was committed, and the technical police came to the conclusion that they were the work of one man. After more than a dozen of these crimes had been committed, the man was at last arrested and brought before Dr. Reiss. The Director of the technical police was interested in this elusive law-breaker and asked him how he had managed to escape the police. He made an explanation which was regarded as so remarkable that it has even been included in a textbook of police science.

"Monsieur," he said. "I have read all your books dealing with technical methods for the detection of crime. They are very interesting, and I have found them a very present help in times of difficulty!"

This curious story throws a light upon both the methods of the police and of their criminal opponents in Switzerland. Everyone knows that Switzerland is a small country. It is also prosperous and the standard of education among the bulk of the population is high. The methods of the Swiss police have sometimes been criticised as less efficient than those of other countries. This is not altogether just as Reiss's story shows. The criminal educated and intelligent enough to profit by a text book of police science is obviously a serious problem to the detective.

For no one who has seen the Swiss police at work regard their methods as inefficient. It is an irony that it was a case of housebreaking which should be a classic instance of criminal skill, for it is in the detection of housebreaking that the police have specialised. Their methods are technical without being scientific in too abstract a sense. On the scene of a breaking and entering, for example, they are to be seen taking careful casts of every kind of mark and impression which could have been made by a tool or other instrument such as housebreakers use. The object of this kind of investigation is to be able to match the marks found on the scene of the crime with those which might have been made with suspect housebreaking implements. The skill and exactitude with which these identifications can be made is remarkable.

The Swiss police are essentially practical, and like to confirm their results by the kind of experiment which does not require too elaborate a demonstration in the laboratory. In connection with tool

marks in wood or other material, they proceed, if the suspected instrument is found, to test its work under as far as possible the same conditions as those in which it would have been used on the scene of the crime. They take photomicrographs of the marks and compare the photographs in such a way that the two pictures correspond if the same marks are to be found associated with the suspected impression and the experimental one. It is literally true that those who break and enter have been convicted on the evidence of a notch in their chisel, or the characteristic setting of a file. In the most favourable cases a pattern, so to call it, made by a tool on a piece of wood or metal is shown to correspond so closely with the marks experimentally made that the evidence of identity almost equals that of a fingerprint.

It is in this kind of investigation that the Swiss police have always excelled. Their photographic work is good. They look for traces in dust, blood or other stains to see if they carry impressions which can be identified. A classic instance is the blood stain on which was the imprint of something which might have been produced by some kind of textile fabric. The police took an enlarged photograph of the stain, which yielded an important clue. The impression turned out to have been made by the knee of a pair of breeches. The weave of the fabric had been clearly reproduced, and it was found possible to match it with the pattern of a pair of breeches found in the possession of a suspected man. In experiments of this kind a count is made of the number of threads per millimeter, and if the figures agree there is a strong presumption of identity between impression and material which made it.

Concentration upon investigations of this kind throw a sidelight upon the psychology of the investigators themselves. The Swiss, like the English, are a common-sense people who like to appeal to practical issues. Work of this kind entails a great deal of technical skill, but the interpretation of the results when secured does not presuppose a high degree of specialised knowledge.

There is another respect in which national psychology influences what goes on inside police headquarters. Switzerland is divided into twenty-two Cantons which are, for all practical purposes, self-governing States. This highly prized autonomy of small groups is part of Switzerland's tradition of freedom and liberty. They will not tolerate tyranny of any kind, and they have guarded themselves against giving large and undefined powers to the police.

For this reason in Switzerland an accused person enjoys very much the same privileges that he does in England. The method of procedure in securing evidence is different, but anything which seems to interfere with the subject's right as a free citizen, even if he is accused of a serious crime, is frowned upon by the law.

There is no evidence that Swiss detective methods are not adequate to deal with the country's criminal problem. Switzerland has not made criminal investigation a highly organised science, but she has no reason to be ashamed of the number of undetected crimes committed within her borders.

Books of The Day

NEW SHAKESPEARE STUDY

EMERSON long ago said that "Shakespeare is the only biographer of Shakespeare," while Keats anticipated and embroidered this observation by his saying that "Shakespeare led a life of allegory—his works are a comment on it." Messrs. Kenneth Muir and Sean O'Loughlin, in giving us a new study of the poet and the man ("The Voyage to Illyria," Methuen, 7s. 6d.), have followed the same line of thought, finding, as Wordsworth did, the key to Shakespeare's heart in the *Sonnets*. For the Herbertists and the supporters of William Hughes, William Hathaway and the like they have no use. To them "the onlie begetter Mr. W. H." can be no one else but Henry Wriothesley, Earl of Southampton, identified also with the "Henrico Willobogo" of the sixteenth century scandal (1594), *Willobie His Avis*. On Shakespeare's relations with Southampton and the "Dark Lady" of the *Sonnets* their psychological pyramid is built. It is not to be expected that every Shakespearian will accept as entirely valid this, the basis of their subsequent argument. But at least it must be said for the two authors that, in analysing the plays, the poems and *Sonnets* and treating them not as separate entities, but as parts of a single corpus illustrating the psychological development of Shakespeare, they present a new and fascinating angle of approach to the personality of the greatest genius the world has ever known. And this study, to which much painstaking research has obviously gone, has been made in a spirit of reverence that breaks out in the last pages into the poetic plea:—

"What can we add to all the babble of praise
Still rising to assail your deafened ears?
Critics have plundered lexicons and blown
Their huge balloons of metaphor—to end
Like the frog in the fable; and your better path
'Love and be silent' is untrodden still.
We laughed when you have laughed and when
 you wept,
We were not far from tears. We offer
You no praise. But we have tried to understand,
And whether understanding's born of love,
Or love of understanding, you best know."

In this study the authors take account of all that is known of Shakespeare's life and pay particular attention to certain features in his works, such as his changing attitude to certain obvious concepts, "false notes, recurrences and fervours," his use of imagery and his use and treatment of his sources. They set out what they regard as the true psychological explanation why Shakespeare ceased to write light-hearted comedy, why that change coincided with the appearance of the great tragedies and why, in the end, he abandoned tragedy to write romance.

The rupture with Southampton is held responsible for Shakespeare's obsession with the themes of betrayal and ingratitude (*Julius Caesar*, *As You Like It*, *King Lear* and *Timon of Athens*). "There is a long period of Romantic disillusionment and

bitterness, marked most clearly in *Hamlet* and *Troilus and Cressida*. He is still pursued by the ghost of the impurity and inconstancy of women"; and purity and constancy where they occur are made to suffer. Between 1599 and 1605 "the poet was rapidly coming down to essentials in an attempt to make the synthesis of sex and love which had been denied him all his life. . . . With *Antony and Cleopatra* the fusion of love and sex, with its consequent regeneration, is evident. Come to an age when he can find a true mate amongst womankind, and aided, no doubt, by the mellowing of his personality, Shakespeare announces the long-sought synthesis in the perfect loyalty of a real woman, Cleopatra. . . . No longer is he the bond-slave of the *Sonnets*." But this is not the end. "If *Antony and Cleopatra* was the pæan of love, the Romances of Shakespeare's last years were the testament. Here the purity of Marina, of Imogen, of Hermione and of Miranda was to survive the dramatic stress, and, finally, Shakespeare, embodying his imagination as Prospero and his inspiration as Ariel, was content to abjure his rough magic, cast his book to the ocean-bottom, deeper than ever plummet sounded and take his leave of his audience with the request of merciful forgiveness. He had entered the kingdom of the full poetic consciousness. The wheel had again come full circle."

TRAVEL BOOK EXTRAORDINARY

Messrs. W. H. Auden and Louis MacNeice have perpetrated between them a most original travel book. They call it "Letters From Iceland" (Faber & Faber, illustrated, 9s.), but parts of it might have been written from Timbuctoo, London or anywhere else. It takes the form of letters in verse and prose, Baedeker details for tourists, scraps of quotation from other Iceland visitors, an eclogue, a Last Will and Testament in verse, an Epilogue, an appendix containing statistical graphs indicating the distribution of population, industry and foreign trade of the island, and a map showing roads along which a car can be driven.

The graphs, map and tourist information were seemingly thrown in as a kind of ballast to the book to keep it from being too much at the mercy of its authors' wayward, breezy fancy. Or perhaps they are there just to give the reader another shock of surprise such as he may experience when coming suddenly across the unexplained mystery of a lengthy epistle from "Hetty to Nancy." Anyhow, if this book in its very formlessness resembles a hotchpotch, it is none the less very entertaining. Mr. Auden in his gay and light-hearted verses to Byron has caught something both of the mood of the author of *Don Juan* and of his verbal dexterity. But, we are told, since Mr. Auden and his Muse are on holiday, she

"Is out to please, find everything delightful
And only now and then be mildly spiteful."

Mr. MacNeice's Muse is a little more sedate and serious than that of his colleague, especially in the eclogue, where the ghost of Grettir is invoked to exhort two "escapists" to return to their native

country and make their gesture. "Minute it," if they like,

"but it must be made—

Your hazard, your act of defiance and hymn of hate,
Hatred of hatred, assertion of human values,
Which is now your only duty."

His Muse, however, drops her gravity when she combines with Mr. Auden's Muse to produce a highly diverting "Last Will and Testament." Lest it be thought from what has been said above that there is precious little about Iceland in this book, one would hasten to add that Mr. Auden does contribute some excellent impressions about the island and its people in letters to an Icelander and another friend. His photographs, too, which copiously adorn the book—there are over fifty of them—are pleasingly descriptive of scene and people.

PUBLIC BOARDS

Mr. Terence O'Brien's "British Experiments in Public Ownership and Control" (Allen & Unwin, 10s. 6d.) is by no means the first book on the subject of public boards. But it has the merit which some of its predecessors could not claim that it has been written from no preconceived political theory as to the proper function of these institutions. Mr. O'Brien's main object is to show how the three Boards with which he deals—the Central Electricity Board, the B.B.C. and the London Passenger Transport Board—came into being, how they have sought to reconcile conflicting interests, what duties they perform and what measure of success they have achieved. It is true that he does offer criticism where that seems to be needed. For example, he argues in favour of greater Ministerial responsibility for appointments to the Transport Board and urges that there ought to be more complete information available to the public concerning the other two Boards. But for the most part he finds reason to be satisfied with the efficient working of the Boards—the main justification as he sees it for their existence. His book is a mine of useful information on the subject it treats. Its only blemish is the absence of any lightness in the style in which it is written.

THE EQUESTRIAN ART

In this age of mechanical transport, when the horse is disappearing from most of our roads and some of our cavalry regiments have been converted into machine units, it is pleasing to reflect that humanity has by no means lost its love of the animal that has served man so well over countless centuries. Indeed, if one is to judge by the large number of books appearing on the subject of horse mastership and riding, the horse's appeal as the agent of pleasurable exercise must at the moment be a very wide one. There have always, of course, been various "schools" in regard to riding technique, and some of the Continental experts have been apt to be a trifle scornful of our own methods and theories. Herr W. Müsseler is one of these critics, and in his "Riding Logic" (Methuen, illustrated, 10s. 6d.) he points out what he regards as some of the special faults of our horsemen. His book is, as one would expect from a German writer,

a very thoughtful and detailed exposition of the equestrian art, full of useful information on matters such as riding-school training, high jumping and cross-country riding. Another book, by Major J. L. M. Barrett ("Practical Jumping and Schooling," *Country Life*, illustrated, 10s. 6d.), sets out the theories and methods of our own military school. There is naturally in his precepts not quite the rigid insistence upon uniformity that one gets from the German writer. The hints and advice he gives, however, are eminently "practical," lucidly expressed and admirably illustrated by a series of excellent photographic reproductions.

AFRICAN MEDICINE-MAN

The average reader's idea of the African medicine-man is generally derived from fiction, and there, it must be confessed, he is made out to be a rather sinister figure. Messrs. F. G. Carnochan and H. C. Adamson give us a very different portrait in "Out of Africa" (Cassell, illustrated, 10s. 6d.). Here we are presented with the life story of Kalola, the great medicine-man and sage counsellor of the Nyamwezi (1856-1934), a man who was "loved by all who knew him." He was induced by Mr. Carnochan to tell this story himself and as his memories went back to days before and after the white man's coming to his part of Africa and remained very vivid, the value and fascination of his reminiscences lie in the fact that through the unfolding of his tale we get set out illuminatingly the African viewpoint of the changing scene. Kalola saw with his own eyes the

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August, 1937

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The English Review

By ***

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Books New and Old :

A Stroll Through French Literature

By MADAME SAINT RENÉ TAILLANDIER

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meeting of Stanley and Livingstone at Ujiji in 1871; he had experience of the old slave-traffic *safaris*; he participated in several of the tribal wars, but was shrewd enough to save his own tribe from any conflict that might be fatal to them; he could also tell how his people were affected by the taking over of their country by the Germans. Incidentally, too, we learn all about the genuine medicine-man's methods and ritual and gather that in Africa, as elsewhere, there is the distinction between the genuine man of "medicine" and the quack or fake, the mere wielder of spells who takes in the over-credulous. And, as so often happens, the wicked flourish. Or, in Kalola's own words, "the *Lozi* (quacks and sorcerers) increase while we fall behind."

NEW NOVELS

Mr. Francis Brett Young has achieved another triumph with his new novel, "They Seek a Country" (Heinemann, 8s. 6d.). Indeed, one is not so sure that it is not his very best book. It is certainly his most ambitious one, with its imaginative and realistic reconstruction of life in a Worcestershire village, of the horrors of the old convict ship, of the conditions in South Africa that produced the Great Boer Trek and of the hardships, terrors and tragic occurrences that awaited these seekers of a new country far away from the restrictions of British colonial administration—all over a hundred years ago. Few novelists would have had the courage to tackle such a task: high historical drama that required for its proper presentment grasp of a vast mass of essential historical and topographical detail and the imagination to give the moving pageant the colour of life. That Mr. Brett Young has succeeded so admirably in recreating for us history on the grand scale, while making a deeply stirring story out of it, is due to his exceptional gifts as a novelist.

One must confess with regret not to have read Miss Clara Martin's previous novels, "The Spanish Dress" and "Love in Absence." Regret because her "Doctor's Day" (Heath Cranton) reveals her as a skilful portrayer of character and a writer who can tell a tale simply and charmingly and who has, rightly, sufficient confidence in her powers to try experiments in plot that are not without their dangers for the unwary. She makes her story revolve round one day in her doctor's life—the day on which he is retiring and is to receive a presentation. This one day suffices to display the light and shades in the "good" doctor's character and also to afford us a number of other clear human portraits.

In a series of tales entitled "The Crooked Coronet" (Heinemann) Mr. Michael Arlen offers us what he calls "misrepresentations of the real facts of life." One has the suspicion that that is what Mr. Arlen generally offers his public; he is an adept in the art of what is figuratively known as leg-pulling. And the majority of these stories are in the true Arlen vein: droll, witty, lively and entertaining.

Mr. Carl Fallas has chosen the West Country for the setting of "Down the Proud Stream" (Heinemann), and, though the story is a slight one, it has all the delicacy and charm which one would

expect from the author of "The Wooden Pillow" and which one associates with the art of the country that was the scene of the former book. It is concerned with a summer idyll between a young man and a maid in an Arcadia cunningly and delightfully pictured for us by light but sure touches of Mr. Fallas' brush.

Miss Norah C. James' novel, "The Stars Are Fire" (Cassell), has for its heroine a girl, brought up in a very strict home, who finds her freedom and a short-lived romance in the Great War. Then comes an unfortunate marriage that leads to divorce and another romance. An excellent tale, set out with Miss James' talent for employing a nice economy in language and for delineating character.

American Civil War stories seem very popular at the moment. The latest to appear is "None Shall Look Back," by Caroline Gordon (Constable, 8s. 6d.). It is a quietly written, impressive novel, containing a vivid picture of the struggle as it affects the fortunes and lives of a Kentucky family. The war is interwoven with the romance of two young lovers.

"The Girl Who Wanted Experience" by Lee Shippey (Harrap) is an American tale, told in the "slick" manner of many American writers. For that reason it is very easy to read. And the author provides his reader with plenty of entertainment with his girl who wanted experience and got it and with all the other members of his little town society. There is also incidentally a murder in the story, but since the crime was described by the philosophic Judge of the locality as being "in the interest of society" and since no one was electrocuted for it, it was no great matter—beyond, of course, its effect in driving the girl who wanted experience to seek other adventures in the South Sea Islands and so bringing the story to its conclusion.

No one needs to be told that the author of the series of books recounting the adventures of "Berry and Co." can create pleasing characters and witty dialogue. In "She Painted Her Face" (Ward Lock and Co.), Mr. Dornford Yates gives us more than a taste of "Berry" frolic and humour, but his story is mainly one of romantic adventure, the rescue of a girl in Austria from the machinations of her uncle and cousin.

PUBLISHERS' PLANS

Messrs. Longmans will be publishing in the early autumn Lady Carbery's book of Irish reminiscences, "The Farm by Loch Gur: The Story of Mary Fogarty."

Another book from the same firm to appear in September will be by the late Captain Ernst Lehmann entitled "Zeppelin." Captain Lehmann will be remembered as the commander of the ill-fated "Hindenburg." In his book we are given the story of the development of the airship in Germany and elsewhere and also an account of the author's experiences in war-time raids.

Messrs. Geoffrey Bles announce for early next week "My Life in the Russian Theatre" by Vladimir Nemirovitch-Danchenko. At the same time they will be bringing out a book by the well-known French dramatist, M. Francis de Croisset, on his travels in the Far East. This will be entitled "The Wounded Dragon."

Round the Empire

MARKETS FOR COLONIES

BRITAIN'S Colonial Empire is a very vast one, its total area, if the Protectorates and Mandated Territories are included, extending to some two million square miles and its population being not far short of sixty millions. This part of the Empire produces yearly commodities for export valued at approximately £240,000,000. The marketing of this huge produce has hitherto been carried on in rather haphazard fashion, and it has long been felt that Colonial producers as a body would gain if they had in London some central organisation which would undertake, as the Dominion offices do for the Dominions, the promotion of Colonial produce marketing. The old Empire Marketing Board, which was abolished in 1933, did undoubtedly much good work for the Colonies in advertising their products, and its disappearance has emphasised the need of some other similar organisation in London. Accordingly the Colonial Office has decided to appoint a Colonial Empire Marketing Board, whose duty it will be first to investigate Colonial marketing conditions and then to give Colonial producers every assistance in making marketing contacts and creating their own agencies. Publicity on modest lines will also be undertaken and possibly also a certain amount of scientific research work. Nor will the Board's field of market-finding activities be confined to this country; it will also embrace the Dominions.

AUSTRALIAN TAXATION

Five of the seven Australian Governments (including the Commonwealth one) have produced budgets this year showing surpluses, the two showing deficits being Queensland (£280,000) and Western Australia (£369,000). The Commonwealth's surplus is put at £1½ millions. Discussing these financial statements, the *Sydney Bulletin* remarks that, considering the terrific taxes they levy, all the Governments ought to have substantial surpluses, and this without the artful aid of loan expenditure. Relatively, as well as actually, it points out, Britain is spending far more on defence than Australia is. Yet even with the standard rate of income-tax in Britain raised by 3d. in the £, those with small and medium incomes in England, Scotland and Wales pay far less than similarly situated Australians. "Scores of thousands of Australians," says the *Bulletin*, "would be glad to swap their assessments with Britons in receipt of the same income. In N. S. Wales a family man on £500 a year, whether personal earnings or property income, pays £18 6s. 8d. in 'special' income tax, and in Queensland £22 18s. 4d. in unemployed-relief tax; and he pays ordinary income tax and Commonwealth income tax as well. All these 'special' and unemployed-relief taxes are imposed on gross income, so they are essentially unsound and unfair. N. S. Wales not only imposes 'ordinary' tax on what has been deducted at the source of income for its 'special' tax, but taxes residents of other States

on income drawn from N. S. Wales and taxed in their own States and by the Commonwealth, again levying on the full income, though the victim never receives it. Clearly there should be a substantial reduction of taxes, both Commonwealth and State. It would help industry and assist idle youths and men to get steady jobs as nothing else could do. With all the bloodsucking and borrowing and spending many thousands of men remain unemployed, except on casual relief jobs, and there is not even this donkey work for the legion of untrained and embittered lads. Something else must be tried, and no one can suggest anything better than giving industry an incentive to train the lads and employ the men."

YOUTH ORGANISATIONS

In an article in the *Australasian* Mr. W. D. Kennedy, honorary secretary of the Victorian Assistant Masters' Association and a leading officer in the Australian Boy Scouts, draws attention to what is being done in Europe, in the United States and Canada in the way of organising youth movements. As regards Australia, on the other hand, he says the public conscience appears to have been hitherto little touched by the needs of youth organisations. But times are changing and already he says a sentiment is stirring in Australia to establish an Australian Council of Youth on the American and Canadian pattern. New South Wales has such a council already functioning in a small way, and preliminary steps have been taken in Victoria to achieve the same object. "There should be no State boundaries ultimately, however,

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in such a venture, and the wholehearted support of the thinking public will be necessary to achieve success. In view of the trend of world organisation to give youth a chance to express itself as it might, Australia can scarcely afford to lag behind. In a British community we naturally value the freedom with which our many organisations can exist without hindrance or political domination, and we instinctively shrink from attempts at regimentation; but the way, perhaps, has been shown now, from the American and Canadian experiments, how Australians can join in what has been termed 'The World Adventure of Youth.'

AIR PROGRESS

This month sees the eighteenth anniversary of the establishment, by British enterprise, of the world's first daily air express for passengers and freight. That pioneer service was established in August, 1919, between London and Paris, and three months later the Post Office authorities entrusted it with the carriage of mails. It cost half-a-crown, then, to send a letter for 250 miles between London and Paris. To-day one can send a half-ounce letter for 8,000 miles by air, from England to South Africa, at a cost of 1½d. only.

Lightweight stationery, produced by British paper-making firms, now enables eight quarto-sized sheets together with a business envelope to be kept within the half-ounce weight stipulated in connection with the new 1½d. "all-first-class-mails-by-air" post between England and Empire destinations. The 1½d. rate, as it affects half-ounce letters, is already in regular operation between England and South Africa, and will be extended, as soon as the necessary ground organisation is available, to other Empire routes. Much research-work has gone into the preparation of these lightweight papers, one problem being to render them sufficiently opaque. In one case, for example, to obviate any possibility of transparency, titanium oxide has been added when manufacturing the paper. This tends to bind itself round the paper fibres and retards the penetration of light rays.

Interesting details have become available as to the ultra short-wave radio instruments, working on the 4½ metre band, which are employed for communication between shore-bases and the motor control-launches employed by Imperial Airways in the operation of their flying-boat services. The use of these ultra-short-wave receivers enables constant communication to be maintained between the control-room on shore and motor-launches out on the water. An installation has also been fitted on the embarkation-raft on Southampton Water at which the Empire flying-boats pick up and put down their loads. The use of this ultra-short-wave communication greatly facilitates the passing of instructions concerning the departure and arrival of flying-boats, and in regard to matters such as refuelling. A motor-launch fitted with one of these sets can, when patrolling an alighting area prior to the arrival of a flying-boat, transmit messages which give the captain of the aircraft last-minute information as to tide and other conditions which will assist him when bringing his machine down on the water and taxiing up to his moorings.

News from India indicates that, in addition to the illumination for night-flying of the main service between Karachi and Calcutta, a project is under consideration for providing regular night-flying equipment on the Karachi-Lahore route.

A novel club-house, now being designed for the Kuala Lumpur flying club, is to be constructed to resemble one of the big Empire flying-boats of the "C" class. The interior of this "flying-boat club-house" will contain offices, bar, and lounge, while on the "upper deck" will be committee rooms and a terrace.

The Government Survey Department of Southern Rhodesia is mapping the whole Colony from the air. It has been found that a pilot and photographer, both specially trained men, can, in about five months, provide material for mapping which would take the normal ground staff of the Department almost two years to collect. The work is now in progress, and it is hoped that in about 50 years the whole Colony will be photographed from the air. Without aerial aid, it would take a century to collect the same data. Aerial photography does not obviate the need for the ground surveyor, it merely helps him. The groundsmen fix the positions of outside features, mountains, mines, tobacco barns, etc., deduces their height above sea-level and marks them with white-wash symbols, visible from the air. These points are made at about five-mile intervals; the pilot carries a plan in the cockpit and as he flies he constantly checks his position from them. The photographs are seven inches square and cover an area of about four miles. But as, for topographical purposes, each photograph must overlap its neighbour by 60 per cent. fore and aft and 20 per cent. laterally, only one of the four miles pictured is of practical value. Any dust, smoke or whip of cloud necessitates a retake. The films used are 65 feet long and nine inches wide.

It is intended, for the present year's section, of which one-third of the aerial photographs have already been taken, to issue a map of 1 in 250,000 or approximately half an inch to the mile. In the study of forests, road making, the laying of telegraph wires and pipe lines, the building of dams, tracing the ancient workings and ruins with which Southern Rhodesia abounds, and above all in geological survey, aerial map-making proves itself an invaluable factor in the development of a young country. Strata undreamed of on earth become apparent 10,000 feet up, and so minerals, precious and base, may be discovered.

SOUTH AFRICAN SENATE

An interesting constitutional question may arise, says the political correspondent of the Cape *Argus*, from the recent election of four Senators under the Representation of the Natives Act. The new Senators will have the same status, powers and privileges as other Senators, but they owe their seats to a more or less direct ballot. Mr. J. D. Rheinnalt Jones, who has been returned to the Senate for the Transvaal-Free State division, is reported to have said on the day following his election: "In so far as the Senate is not allowed to change Bills relating to national finance, so the four native Senators will be unable to take any

initiative in Parliament in regard to expenditure for native services. But there is, as I see it, no reason why they should not initiate such legislation."

The presence of the four new Senators may in time come to be regarded as fundamentally changing the constitution of the Senate. They are the elected spokesmen of a particular group and as such they may be regarded as having a responsibility to their "constituents" which the other Senators do not share. As suggested by Senator Rheinallt Jones, it is on the cards that they will seek to get beyond the narrow confines in which the Senate was placed by the South Africa Act. Any serious attempt to do so will re-open in an acute form the general question of the reform of the Senate which has at different times since Union been before the country as an important public issue.

The Senate has repeatedly, but unsuccessfully, used the argument that as it is elected by the elected of the people, it must be regarded as representative of the people. The National Convention gave due consideration to the system in the Australian Parliaments where the directly elected Upper Houses have the power to "suggest" desired amendments to money Bills. It was considered, however, that the right to "suggest" might grant the substance of the claim to amend and the Senate's powers in regard to financial proposals were severely restricted on the grounds that the Senate was not answerable to any electorate.

In 1918 and again in 1920 serious efforts were made to give the Senate wider powers and at the same time the suggestion was put forward that the Senate should contain a certain proportion of directly elected members. Nothing came of it, however, in view of the fact that these proposals would involve radical changes in the constitution. Only the executive Government can propose any increase in taxation and under the standing rules of the House of Assembly all taxation proposals must, on the initiative of a Minister, originate in the Assembly in Committee of Ways and Means.

A number of years ago, when the Native Bills began to take shape, the Government gave some consideration to the question whether, if the natives were given direct representation in the Senate, proposals bearing on native taxation should originate in the Senate. The matter was found, however, to bristle with difficulties and it was no doubt eventually dropped on the ground that the Natives' Representative Council would be the proper body to make recommendations in regard to native taxation. Senator Rheinallt Jones's attitude suggests, however, that the Upper House, with this new and stimulating infusion of "direct responsibility" will take courage to make another attempt to assert itself, not merely in regard to native taxation but in financial and legislative matters generally.

UNION AIR MACHINES

The Union Government is manufacturing its own military planes and the preliminary test flights of two of the 65 machines which are being produced by the aircraft and artillery department at Roberts Heights, Pretoria, proved to be most successful.

The machines are Hawker Hartbees. In the preliminary tests the two machines were looped and rolled several times and before landing zoomed down and completed steep climbs. Their performance is said to have delighted the military authorities present at the tests. The Hartbees is very similar in construction and performance to the Hawker Hart, Hind, Demon and Osprey, all of which are standard types in the Royal Air Force. The only difference is in its equipment and armament. The extent to which the parts of this aeroplane are put together in the South African Air Force workshops is greater than is commonly imagined. With the exception of the engine and armament, almost every part—and there are more than 8,000 different parts—is actually manufactured from the raw material in the depôt shops. The major portion of this raw material is imported, as local industry is not yet able to supply the variety of special steels and materials required in the manufacture of a military aircraft or of the engine.

The Hartbees is a two-gun, general purpose aircraft, and can be adapted to perform most of the duties required in the South African Air Force. For example, having two forward-pointing Vickers guns, it can well be called a two-seater fighter, like the Demon. Alternatively, as it is elaborately equipped with the most modern type of electrical bomb release gear, it might equally truthfully be called a day bomber, like the Hart. Furthermore, as it carries radio telephony, a camera and extra petrol tankage, it becomes a very effective reconnaissance machine.

Preparation for the production of the Hartbees was started nearly two years ago, and, the tooling and rigging now being completed, production has begun at the rate of one machine a week. This rate will be gradually increased to a maximum of two a week. The engine of the Hartbees is a 600 horse-power Rolls-Royce Kestrel. Its top speed at 11,000 feet is 186 miles per hour. It can climb from sea level to 11,000 feet in seven minutes, and its landing speed is 55 miles an hour.

SOUTH AFRICAN RAILWAYS

The last few months have been exceedingly busy ones for the S. African railways. Indeed according to a statement recently issued by the General Manager's office "there has been a phenomenal increase in nearly all classes of traffic." This has been due mainly to two causes: the rise in the price of gold and the increased demand for South African raw materials. Comparisons of passenger goods and revenue figures for the financial years ended March 31, 1933 and 1937 showed that gross goods tonnage had increased by 50.53 per cent.; ton miles by 49.97 per cent.; total earnings by 54.67 per cent.; and passenger journeys by 38.01 per cent. There had also been an unprecedented increase in manganese and chrome ores, citrus and maize traffic and it was estimated that more than 1,000,000 tons of maize and maize products would be exported during the present season as compared with only 126,924 tons last season. The total number of trucks loaded in June, 1937, exceeded the number loaded during the corresponding month of last year by 29,526.

The railway authorities had, the statement declared, ordered 246 new engines and the equivalent of 8,246 new trucks. Unfortunately, rearmament in Europe had resulted in the slowing down of deliveries in South Africa of new engines and rolling stock. The number of new trucks in service or on order represented an increase of nearly 50 per cent. on stock in use in March, 1933. The total capital cost involved in new works and rolling stock since 1933 amounted to almost £28,000,000.

Dealing with the number of factors which militate against facilitating the movement of traffic, the statement pointed out that speed restrictions had been imposed, which impeded the fast running of trains while the long time it took to train railwaymen for the vital grades of the service was another factor. With a view to improving matters, the Administration had resorted to the expedient of employing staff retired from the service who are experienced in train working, operating and so on.

COAL EXPORTS RESTRICTED

The increased traffic on the South African Railways has caused the Union Government to impose restrictions on the export of South African coal. This action has inevitably created a certain amount of inconvenience for countries bordering the Indian Ocean that have hitherto relied on their coal supplies from South Africa, and already it seems that the Kenya and Uganda Railways have indented upon Cardiff and Newcastle for their future coal requirements. Further British shipments of coal are also likely to be required by certain Eastern ports that have previously obtained their coal from South Africa. Though the Union has depended for its prosperity mainly on its gold mines this prosperity would hardly have been achieved without the presence of accessible and easily worked coal fields. As the *African World* points out, "the coal resources of South Africa are practically inexhaustible, for the areas in which the mineral is worked represent but a small proportion of the total area in which the Karroo system has been proved to exist, the development of the coalfields being controlled by transport facilities, nearness to centres of consumption, and availability of ports. The most important coal areas developed are in the Transvaal and Natal, where the value at the pit's mouth ranges between 5s. and 6s. per ton, the output from the latter being mainly for export and bunkering. There is a smaller production from the Orange Free State from centres bordering on the Transvaal, and a still smaller output from the Cape. The total coal output in the Union is now about 20,000,000 tons per annum, of which about 17,000,000 tons are sold, only a comparatively small tonnage being converted into coke, for which purpose the majority of the Transvaal coal seams are apparently unsuitable."

FORTUNATE CANADA

In a recent broadcast talk to the people of Canada the Rt. Hon. W. L. Mackenzie King, the Prime Minister, stressed the good fortune of the Dominion. "No one," he said, "can return to Canada after a sojourn abroad without realising more than ever how fortunate we are in our country,

in its size and geographical position, in its vast resources, in its people, in its democratic institutions, in the friendship shared with our immediate neighbour, and above all, in what we enjoy of liberty, and individual freedom of thought, or speech and of conscience. This is a great and very precious heritage; doubly precious in a world that has lost much of the security it previously enjoyed."

OIL ON E.P. RANCH

The possibility of finding oil under the famous E.P. Ranch of the Duke of Windsor in the foothills of the Canadian Rockies has often been discussed. Now it has advanced to the official sphere and is dealt with in a Government Report issued by the Department of Mines and Resources, resulting from an extensive survey of the district in which the ranch is situated. The verdict of the experts is that given normal conditions, oil should be struck at a depth of between 2,400 to 3,000 feet. This verdict is based on a study of the formations encountered in the drilling of two oil wells of this area, which is ten miles south of the famous oil-producing Turner Valley district. Speaking geologically, the report observes that on the E.P. Ranch the palaeozoic limestone should be reached if drills went deeply enough.

The first recorded production of oil in the foothills of the Rockies was in 1914. The Turner Valley is much the most productive oil field in the Province of Alberta, accounting in 1936 for 1,274,119 barrels of naptha and 13,119 barrels of light crude. Other oil fields in Alberta produced more than 33,000 barrels of oil. Production for the first two months of 1937 has shown a considerable increase over last year, the total output for the province rising from 201,248 barrels in 1936 to 268,492 barrels this year.

RHODESIA'S IMMIGRANTS

Speaking at the opening of an Agricultural Show in Southern Rhodesia recently, the Prime Minister, Mr. G. M. Huggins, made an important statement upon immigration. "To do anything to produce mass immigration here," he said, "would be fatal. I cannot hold out hope of any rapid expansion of population. That we need white population, and that we shall get it, I am perfectly satisfied. People are coming into this Colony to-day in greater numbers than before, and the population is growing." Referring to the suggestion to start Fairbridge Farm Schools in Rhodesia, Mr. Huggins said that this is "merely an artificial stimulus to our own birth-rate, bringing youngsters to take the place of unborn children in this country. A school would be a good thing to populate the Colony." During his recent visit to England Mr. Huggins said he had assured the Fairbridge Committee that Southern Rhodesia would accept the children "as though they were born in the country."

CEYLON EXPORTS

Ceylon is rapidly increasing her exports to foreign countries—but she is buying more from Britain and the Empire. During the first five

months of this year, compared with the same period last year, the value of Ceylon exports to Italy was multiplied twenty-eight times, those to Germany and the Argentine trebled, those to the United States, Belgium, Holland doubled, those to Japan and Egypt increased by half and those to France increased by one-third. Ceylon's total exports to all countries increased in value by £2,000,000.

Nevertheless, comparing the same period, Ceylon increased her imports from the United Kingdom by over £200,000 to £1,570,000 and from the Empire by £450,000 to nearly £5,000,000.

Ceylon has more than trebled the amount of copra offered for export. Nearly 138,500 tons of copra, valued at over £2,000,000, has passed through the Copra Sales Room during the twelve months following its establishment. The value of copra offered the previous year was £586,000.

BOOM FOR SAPPHIRES

Sapphires are now in great demand in England and America. The value of the stones has increased considerably during the past few months, fetching better prices than in 1929, a boom year for the gems, star sapphires increasing in price by one hundred per cent. and blue sapphires by sixty per cent. Ceylon is reaping considerable benefit, for not only is the Island one of the chief producers and exporters of the stone, but the heavy Coronation traffic *via* Colombo has resulted in heavier tourist sales.

The most up-to-date X-ray apparatus in the world has been purchased by the Ceylon Government. It will be installed in the Radiological Department of the Colombo General Hospital.

Ceylon has provided a new version of the old saying about turning swords into plough-shares. A torpedo acts as a lamp-post in a naval camp on the Island, the electric lantern being mounted on the nose of the projectile.

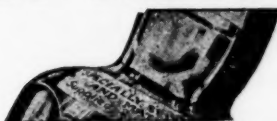
Three complete Diesel electric trains—the first of their kind—are being constructed in this country to the order of the Railway Department of Ceylon. Each train consists of four streamlined coaches accommodating 300 passengers. Upholstered and equipped in the latest styles and complete with every amenity from electric fans to iced water, the building of these trains has been watched with very considerable interest by experts in this country since their performance will help in the design of similar models for this and other countries. The Ceylon trains are not built merely for speed. Indeed, the Railway Department of the Island has placed an initial limit of between 40 and 55 m.p.h. on the first route which will be operated by the unique locomotives—the 100 miles between Colombo and Matara.

ANOTHER NATIONAL PARK

Ceylon is to have its first National Park. Noting the enormous success which has attended those in Canada and in America, to say nothing of the Kruger National Park in South Africa, the Island's Game and Fauna Protection Society unanimously resolved at their last meeting to establish a large Park at Wilpattu. This area, which will now be developed for tourist and holiday purposes, is already one of the several game sanctuaries and shooting reserves on the Island.



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Letters to the Editor

LONDON TRAFFIC

Sir,—Before the war M. Lépine, then Prefect of Police, came over to London to inspect our traffic system. In those days of horse transport, cabs and other vehicles tied themselves into Gordian knots on the Boulevard and the police were powerless to straighten out the confusion. London was then the traffic model of the world. Lépine was vastly impressed by our methods and introduced them into Paris with a touch of his own. The Paris *agent* had no use for the London constable's truncheon, since he was armed with revolver and sword bayonet familiarly known as the "cabbage-cutter." Lépine made it serve in the modified form of a white pestle for the direction of traffic and so provided a recent film with a delightful solecism, when it represented a police raid with the *agents* using their traffic pestles as weapons.

Then Paris traffic was chaotic and that of London orderly. Now the tables are turned. London has much to learn from Paris, particularly in the relations between motor drivers and pedestrians. There the rules of the pedestrian crossing are fully understood and observed, and if one of our Traffic Chiefs would study the Paris solution of the problem, a real advance towards safety would have been made.

B. H. BANCROFT.

11, Prince of Wales Terrace.

DERESTRICTED ROADS

Sir,—There is something symbolic in the action of Mr. Burgin, the new Minister of Transport, in surveying the road problem through a pair of binoculars from the clouds because, while all kinds of ambitious schemes of road development are being discussed, elementary precautions for safety are neglected and indeed prohibited by the Ministry. Take the case of Falloden Way, Finchley, where the local residents, both motorists and pedestrians, held a professional demonstration with posters and banners on Saturday. A few moments' silence was observed at a spot where two days before one of the residents had been killed.

The section of Falloden Way under consideration was planned as a residential road over twenty years ago, as part of the Hampstead Garden Suburb scheme, and it has houses on both sides and leads into a busy shopping centre. It is so narrow that it only permits of three lanes of traffic, so that opposing streams of vehicles have to use the same lane for overtaking. Nevertheless, the Ministry of Transport derestricted it, although, according to their own circular to local authorities, roads without dual carriageways are unsuitable for derestriction. The local residents have thus been denied the protection of the speed-limit which they expected to receive under the Road Traffic Act, 1934. Indeed, the setting up of derestriction signs appears to have increased the inducement to speed. Cars travelling at about 50 m.p.h. or over, recklessly overtaking by making a third line of traffic are not uncommon. Accidents are frequent, and residents, many of whose children have to cross the road to and from school, are in a state of continual

anxiety and their lives are made miserable by noise.

For two years there have been letters and deputations from the Finchley Borough Council, the Hampstead Garden Suburb Residents' Association, and the Pedestrians' Association to the Department, but they have all met with a blank negative. The Residents' Association pleaded for just one refuge at a five-point junction where serious accidents have occurred. The reply of the Ministry was that, owing to the limited width of the carriageway at that point it would be impossible to provide a refuge without the risk of danger to traffic using the road. Yet it was at this point that a resident was killed on Thursday.

I offer this recital not as a unique instance but as typical of what is happening all over the country. It illustrates how the supposed requirements of fast motor traffic are pandered to while a callous indifference is shown to the needs of the general community. The expressed anxiety of the Government at the slaughter of the roads becomes indeed a mockery. What we need is not a Ministry of Transport but a Ministry of Safety.

T. C. FOLEY, Secretary,
Pedestrians' Association.

3, Tudor-street, London, E.C.4.

SPORT ANOMALIES

Sir,—I was interested to read your comments on the sporting world's anomalies and eccentricities. The remedy is: Let authority give up bothering itself over what is or what is not amateurism.

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MACMILLAN

Your Investments

THE SHARE-PUSHING REPORT

THE report of the Board of Trade Committee on Share-pushing is of importance to every investor and particularly to those residing in the country, for the undesirable type of outside broker or "bucket-shop" usually manages to get hold of those who are not easily able to get into touch with bankers, and brokers who are members of the Stock Exchange. The most important of the Committee's proposals is that those marketing stocks and shares other than through a recognised Stock Exchange must be registered. They must submit satisfactory answers to a questionnaire designed to insist that their business is *bona fide*, and must deposit £500 on registration.

Many had hoped that the Committee would propose that only members of a recognised Stock Exchange should be able to deal with the public in Stocks and Shares and, indeed, such a proposal, though giving a stockbroking monopoly to Stock Exchange members, would on the whole have been most satisfactory as providing the greatest protection for the investing public. It is true that the confining of stockbroking business to members of a Stock Exchange would have considerably curtailed the opportunities of those living outside big towns for speculation, but this would have been a very good thing, as nothing is so dangerous as an ignorant speculator. He should be protected against himself at all costs. Still, the great thing is that the Committee's proposals will, if made law, give the police an opportunity of immediately charging the purely fraudulent broker, since he will not be registered.

"MARGIN" ACCOUNTS

One thing in which quite genuine outside brokers specialise and which is of the greatest danger to those tempted to get rich quickly is the opening of deferred payment or margin accounts. The purchaser has to pay only for one-fifth of the stock he buys, the brokers lending him the balance to complete the transaction. But the purchaser has always to preserve this 20 per cent. margin, and if the stock declines in price he has to put up fresh money to keep the transaction alive—probably on a much larger amount of stock than he could ever afford to pay for. If he cannot maintain the margin of 20 per cent. against the market price then his account is, naturally, closed and the stock sold. By these means the ignorant and foolish speculator is persuaded to buy far more stock than he can afford without realising to what extent he has plunged. A fool and his money are soon parted, and it is probably impossible to prevent this entirely, but for a man to "carry over" stock with a Stock Exchange broker, bankers' references or personal knowledge of the client are required. No member of the Stock Exchange is willing to do business for his client beyond that client's means.

HOME RAILWAY YIELDS

In our last issue, we pointed out that Home Railway stocks were attractive for income purposes but that the capital appreciation was likely to be absent pending the wages decision. The Tribunal have now given their decision, which is to restore the last of the depression "cuts" and to raise additional rates to their old level. The decision will cost the companies about £2,900,000, and it was much in accordance with market anticipations, though many had expected merely the restoration of the 1931 cuts amounting to £2,300,000. But the decision has still to be ratified by the men, although it at once becomes binding on the companies, and the fear that some reservation or threat of future demands will be made by the Union has prevented any rise in the stocks.

Their promise from the dividend standpoint, however, remains bright, and on a mere income basis Home Railway ordinary and junior prior charge stocks look more attractive than anything in the industrial list, though dependent upon much the same conditions of prosperity. It would seem almost certain that dividend rates for the year on the ordinary stocks will be raised, but if last year's payments were merely repeated, Great Western ordinary would yield about 4½ per cent. at its present price, L.M.S. 4½ per cent. and Southern preferred 5½ per cent. The cover for the latter dividend of 5 per cent. should be considerably increased by a higher payment on the deferred stock.

Of the prior charge stocks, L.M.S. 4 per cent. first preference give nearly 4½ per cent. at their present price, with very large cover behind the dividend. The 4 per cent. 1923 preference stock returns well over 5 per cent., with every prospect of the full dividend for some time to come.

NEW CORPORATION LOANS

Investors may well be somewhat surprised to note that the various 3½ per cent. Corporation loan offers made at the price of 101 per cent. are quickly over-subscribed. It is true that these stocks all have dates of definite redemption at par which ensures their price being upheld at the end of a period of 20 years or so. But not all the purchasers of these Corporation loans are financial institutions to whom the redemption consideration is of paramount importance. The recently issued 3½ per cent. Blackburn loan was so far over-subscribed that applicants received only 17 per cent. of what they applied for. Yet such was the extent of the "stag" element that the loan started at a discount under the issue price, with a queue of sellers waiting to take a profit which proved to be non-existent. Similar conditions attended the Essex issue. The ordinary investor may be attracted by the idea of buying a stock without payment of stamp and fee and commission, but there the attraction ends, for he can obtain a higher yield on the 3½ per cent. War Loan, which stands at 100½, against the 101½ of the Middlesex County 3½ per cent. stock just issued, for instance. And income tax on War Loan interest is not deducted at the source, an attraction for the small investor who is not subject to the full rate of tax.

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